

Civil Air Patrol Kentucky Wing Monthly ES Training Program Description

The purposes of the Kentucky Wing Monthly Air Crew Training Program are:

1. to provide opportunities for air crew trainees (Mission Pilots, Mission Observers and Mission Scanners) to complete their training;
2. to provide those whose Mission Observer or Mission Scanner ES ratings are expiring an opportunity to renew them. The air crew member's ES rating must be within 45 days of expiration to be eligible for this program (Mission Pilot air crew ratings are automatically renewed by a Form 91 check ride).
3. to provide opportunities for ground team trainees (Ground Team Members 1-3 and Ground Team Leaders) to complete their training;
4. to provide those whose GTM or GTL ratings are expiring an opportunity to renew them. The ground team member's ES rating must be within 45 days of expiration to be eligible for this program.

Program Requirements

- Each location desiring to conduct training under this program shall develop training scenarios designed to fulfill the requirements for completion of the various tasks specified on the Specialty Qualification Training Record (SQTR) for the air crew ES ratings in which training will be conducted. The scenarios shall be submitted for approval to the Wing ES Officer, Wing Director of Operations, or their designated alternates. The scenarios shall require the trainees to complete the requirements of the tasks as specified in the most recent version of the Aircrew and Flightline Task Guide. The standard B12 training profiles specified in CAPR 60-1 may also be used. Each site is urged to develop standard scenarios for their location. Such standard scenarios need only be approved once and may be re-used.
- Each sortie shall be entered in WMIRS and shall also be submitted for approval to the Wing ES Officer, Wing Director of Operations, or their designated alternates and the CAP USAF State Director at least 48 hours prior to the beginning of the sortie(s). The request shall include the PIC name, CAPID, and ES qualifications, the names and CAPIDs of each crew member, the training scenario that will be used, the SQTR tasks that will be completed, and the planned fuel cost of the flight. Costs in excess of the estimate will be divided among the trainees on the flight. The estimated fuel cost for each sortie shall be entered into the sortie's Fuel Cost box.
- A CAPF 71 Aircraft Inspection Form or a CAP-USAF Vehicle Inspection Form shall be prepared for the first sortie of each day and shall be uploaded to the sortie prior to its release.
- PICs shall obtain a weather briefing for the departure airport, for any airports in the area of operations, and for any airports where stopovers will occur.
- Prior to requesting a flight release, the PIC shall prepare an Operational Risk Management (ORM) Form, a weight and balance, and all briefing portions of the Form 104 for the sortie and obtain a weather briefing. The weight and balance shall be uploaded to the sortie prior to requesting a flight release.

- All flights shall be released and monitored by a Kentucky Wing FRO who is authorized to release Air Force-funded flights. FROs shall not release any sortie unless the air crew reports that they have obtained the approvals specified above. FROs shall not release any flight unless the PIC has completed and uploaded to the documents specified above to the Form 104 for the sortie and completed all other Form 104 information.
- The PIC or vehicle driver shall completed all required WMIRS entries, the debriefing portion of the Form 104, and properly close the sortie as specified in Kentucky Wing supplements to CAPR 60-1 & CAPR 60-3 within the time limit specified by CAP NHQ. Should the Wing not be reimbursed by NHQ due to improper closing of the flight in WMIRS, the cost of the flight will be divided equally among the trainees on the flight.
- For the first sortie of each month, air crews or ground teams shall contact a local qualified Mission Safety Officer (MSO) (if available), and review with them in person the Aircraft or Vehicle Inspection Form, the Operational Risk Management (ORM) Form, the weather at any airports used and in the area of operations, and any potential hazards that might be encountered during their sortie. Local MSOs are encouraged to involve any local MSO trainees as this mission would qualify as one of their required training missions.
- All flight operations shall be conducted in Visual Meteorological Conditions
- Any mishaps or incidents shall be immediately reported to the FRO, who shall promptly notify the Mission Safety officer and either the Wing ES Officer, the Wing Director of Operations, or the Wing Commander. Air crew members are reminded of the grounding provisions specified for mishaps in CAPR 60-1.